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Government Street

COMPLAINTS ARE WELL FOUNDED

Some Experiences on Trip Over Victoria and Sidney Railway

PUBLIC'S INTERESTS SUFFER

While Methods of Operations May Suit Company They are Far From Satisfying Patrons

(From Saturday's Daily.)

The numerous complaints from patrons of the Victoria and Sidney railway regarding service and accommodation provided for them by the company seem to be well founded in the experience of a reporter for the Colonist who made the journey over the system to Sidney and return yesterday was a fair sample of what the general public can find nothing but fault with it.

The trains are supposedly operated on a schedule but apparently the schedule is light. If there is a plentiful freight, the schedule is forgotten for the time being and the train moves only after the freight has been moved. It is a simple system of operating the road, and has its advantages from the company standpoint, though the general public can find nothing but fault with it.

Only two engines are usually by the railroad and one of these is owned by the company. Under the circumstances head-on collisions on the road is impossible. The passengers must be truly grateful. There is little else in the accident line that the road misses, however.

Yesterday afternoon's train which was scheduled to leave at 3 o'clock was just 40 minutes late in starting from the local depot. Two carloads of freight were attached to the train, and when the hour came to start they were far from being loaded. The passengers waited patiently in their seats for the welcome poot from the engine that would signify the journey was about to commence, but it was a long time coming. They were most of them residents along the route to Sidney and were apparently accustomed to the methods of the road. For the delay did not worry them as much as it would have people who were accustomed to an up-to-date railway.

Finally the freight handlers concluded their labors and the work was passed along to the engineer that he might start. With much puffing and snorting the weary little locomotive got under way and the passengers took a look of relief. No cows or trees were encountered on the journey, but much time was lost. Just the same, there was freight to be moved on route and this had to be discharged at each stop. The stops were frequent and when the train pulled up the passengers had to get out and wait a half hour.

At Sidney the other engine of the company was located but in a hanging perilously over the edge of the wharf that had collapsed, locomotive No. 2, an ancient piece of machinery is only improved in service when No. 1 is disabled, was completely out of commission.

The accident which resulted in the wreck of No. 2 took place on Wednesday evening. A freight car loaded with furniture was being backed onto the slip for loading on a barge. The rails were slippery and the brakes refused to work with the result that the freight car toppled off the end of the dock. The wharf gave way at this instant and the tender and engine went onto some piling which prevented it from going to the bottom and also saved the engine from following suit. The engine piled up against the side of the tender and held fast, though dangling partly over the edge at an angle of about 30 degrees.

A brakeman on the box car saved himself by a risky leap for life to the dock as the car backed over the end and had to make a quick exit from his cab.

The engine had a full head of steam at the time and if it had gone into the water a disastrous explosion would likely have followed. The wheels dropped off the box car when it disappeared in the ocean and the frame-work floated with one wheel on one end showing over the wharf where it was tied up. Salvaging operations had commenced on the wrecked engine and tender, yesterday, but it will be some time before the damage will be repaired. In the meantime instead of hauling cars of freight to and from the railway company has to transport the goods a slow process and at a costly one.

The freight cars on the train from the city were at the rear and they caused a delay in starting the return trip. The train was held up twenty minutes in order to discharge the freight and then the cars had to be sidetracked and it was found impossible to empty them in time.

The accommodation for passengers at Sidney in the way of waiting rooms are very primitive. The ticket office is located in the middle of the freight shed. One end of the shed was evidently originally intended as a passenger waiting room, but it has no benches nor seating facilities and is in a very dirty condition. Those who are so unfortunate as to have to wait at the station for a train can find accommodation by sitting on the platform and letting their feet dangle over the track. Otherwise they must stand.

DISA AND IS CREMATED

Merritt, B. C., Aug. 16.—The first fatal accident here happened on Saturday, Aug. 11, in this little settlement when one of the Hindus employed by the C. P. R. on construction work was killed by being struck on the head with a steel rope which was insecurely fastened to the steam plough. As soon as it was ascertained that life was extinct, a large amount of dry wood was piled together and the body of the dead Hindu was put on top of it and cremated. A religious ceremony was performed by about eight Hindus, then a match applied to the woodpile and the body was slowly consumed by fire.

WILL OPEN TRAIL

Revelstoke, Aug. 17.—We have been informed that Thos. Taylor, M. P. E., has obtained an appropriation from the provincial government for the opening of a canoe trail on the Canoe silver trail and that the work will be commenced at once. We also were called for the construction of a provincial lock-up, to be erected on the court house grounds. These two works will be welcomed by the Revelstoke people. With the construction of Canoe silver trail a large and valuable, agricultural, mineral and timber trade will be opened up, which will mean much for this city.

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NEW ROADS IN OKANAGAN

Vernon, B. C., Aug. 17.—R. S. Pelly, C.E. of Armstrong, has just completed a survey of proposed roads on the west side of Okanagan lake from Bruce's Landing to Westbank, and thence to Bear creek. He also ran a mine about twelve miles from Bear creek and where these various improvements are completed the residents of those sections will have no reason to complain for lack of roads.

PAPER CHANGES HANDS

Chilliwack, B. C., Aug. 17.—William T. Jackson, who has carried on the Progress for about ten years, has been compelled to give it up on account of prolonged ill health, and has sold the property and business to Mr. J. D. Taylor of New Westminister. The new owner is carrying on the business on the lines established by Mr. Jackson, without change in the working staff and hopes to have Mr. Jackson back in his familiar place as soon the state of his health will permit resumption of work.

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Coats, Suits and Waists

CAMPBELL'S Everything Ready-to-wear

DAINTY COATS FOR THE KIDDIES

WE have just opened up several cases of Children's Coats, direct shipment from London. As you will notice by our windows these Coats are very dainty and moderately priced. Bring your children to Campbell's and we guarantee to make them comfortable and happy in one of these stylish English Coats.

Infant's Cream Cashmere Coats, capes trimmed with silk, lace, embroidery, \$3.75 to... \$2.50

Children's Cream Cashmere and Bedford Cord Coats with embroidered collars, \$5 to... \$2.25

Coats of Cream Serge, box pleated, with belts trimmed in white military braid, \$3.75 to... \$1.50

Very handsome Cream Cloth Coats with embroidered collars, upward from... \$3.50

SEE OUR WINDOWS

ANGUS CAMPBELL & CO.

Dent's Gloves The Ladies' Store Sole Agents for La Veda Corsets

a Specialty Promis Block, Government Street, Victoria.

TELLS OF CONDITIONS IN THE GOLDEN NORTH

Rev. Mr. Bannerman Speaks of Two Months Trip Through Country

Rev. W. S. Bannerman, an old time Victorian, and twenty-three years ago a resident of Carlisle, returned from the north on Monday by the steamer Victoria after a two months' trip through the Yukon territory, whither he went to inspect the various stations, both in American and Canadian territory. For eight years Mr. Bannerman has been in charge of church work at Sitka.

On his recent trip he went into the interior and spoke to the various congregations. At Dawson he addressed meetings and held many services for the Presbyterians and Methodists at Fairbanks, while he visited the church stations at Fort Gibbon, Anvik and St. Michael. All denominations in the far north are prosperous, but the great difficulty to be met with everywhere in that part of the world is the great scarcity of suitable men for church work. The church work there is greatly handicapped by the lack of trained ministers and there is a great field for them.

Referring to the fight which the Rev. John Pringle, a pastor of the First Presbyterian church at Dawson, is making against the open vice of that city and the charges which he brings against the Dominion government, Mr. Bannerman says Mr. Pringle is a strong man and fearless, one who bends every energy to the promoting of cleaner conditions in Dawson and whose fight has won him a host of friends of every class except possibly the saloon men and proprietors of the dance halls, and his fight for purer conditions, despite the apathy of the government, is proving a success. Rev. Mr. Pringle is now in charge of the Dawson, Atlin, White Horse and the first white child to be registered in that country.

Referring to the fight which the Rev. John Pringle, a pastor of the First Presbyterian church at Dawson, is making against the open vice of that city and the charges which he brings against the Dominion government, Mr. Bannerman says Mr. Pringle is a strong man and fearless, one who bends every energy to the promoting of cleaner conditions in Dawson and whose fight has won him a host of friends of every class except possibly the saloon men and proprietors of the dance halls, and his fight for purer conditions, despite the apathy of the government, is proving a success. Rev. Mr. Pringle is now in charge of the Dawson, Atlin, White Horse and the first white child to be registered in that country.

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TRAPSHOOTERS WILL GATHER AT WILLOWS

Prospects Bright for Big Open Tournament Under Joint Auspices of Local Clubs

Much interest is being taken by local trapshooters in the open tournament to be held under the joint auspices of the Victoria and Capital Gun clubs at the Willow's traps on Sunday. A large number of visiting experts is expected to attend and the affair promises to be one of the biggest events of the kind ever held here. The following is the programme:

Event No. 1—15 singles, \$10.00 added, dividend 40, 30, 20, and 10 per cent.

Event No. 2—20 singles, \$10.00 added, dividend 40, 30, 20 and 10 per cent.

Event No. 3—15 singles, \$10.00 added, dividend 40, 30, 20, and 10 per cent.

Event No. 4—15 singles, \$10.00 added, dividend 40, 30, 20, and 10 per cent.

Event No. 5—20 singles, \$10.00 added, dividend 40, 30, 20, and 10 per cent.

The shooting will commence sharp at 9:30 a. m. and no entries shall be allowed after the last squad has commenced firing. All entries will be post entries, the fee being \$1.00 for each event, and the tournament will be governed by the revised rules of the American association.

Refreshments and ammunition will be served on the grounds.